

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE 2012 ANNUAL REPORT

This report is prepared in compliance with Article V of the Bylaws of the California Traffic Control Devices Committee (CTCDC).

2012 VOTING MEMBERS

John Fisher- Chairman LOCC (Retired July 2012)	Assistant General Manager City of Los Angeles DOT 100 S Main St, 10 th Floor Los Angeles, CA 90012
Michael Robinson Chairman (July 2012) CSAC	Deputy Director of Public Works San Diego County 5510 Overland Ave, San Diego, CA 92123
Hamid Bahadori ACSC-Vice Chairman	Principal Transportation Engineer Auto Club of Southern California, 3333 Fairview Road Costa Mesa, CA 92626
Jeff Knowles LOCC	Deputy Director of Public Works City of Vacaville 650 Merchant Street, Vacaville, CA 95688
Rick Marshall CSAC	Deputy Director of Public Works Napa County, 1195 3 rd St, Napa, CA 94559
Donald E. Fogle Janice Benton Caltrans	Office Chief, Signs Markings & External Support Division of Traffic Operations California Department of Transportation 1120 N Street, MS36, Sacramento, CA 95814
Dwight Ku/Robert Brown CSAA	Director, Public Affairs, AAA Northern CA, NV & UT 1900 Powell Street, Suite 1200, Emeryville, CA 94608
Lt. David Ricks CHP	California Highway Patrol 601 N. 7th Streets Sacramento, CA 95811
John Ciccarelli, Caltrans - Non-motorized	Bicycle Solutions 450 Silver Avenue, Apt. 3, San Francisco, CA 94112
Bryan D. Jones Caltrans – Non-motorized	Deputy Director, DOT, City of Carlsbad 1635 Faraday Avenue, Carlsbad, CA 92008
Mark Greenwood LOCC (July 2012)	Director of Public Works, City of Palm Desert 73510 Fred Waring Dr., Palm Desert, CA 92260

The following alternate members were designated by the parent organizations to act in the absence of their appointed voting members:

2012 ALTERNATE MEMBERS

William Winter CSAC	Deputy Director of Public Works, Los Angeles County PO Box 1460, Alhambra, CA 91802
Sam Morrissey LOCC (July 2012)	City Traffic Engineer City of Santa Monica, Room 115 1685 Main Street, Santa Monica, CA 90401
Emma Olenberger	AAA Northern CA, NV & UT, 1900 Powell Street, Suite 1200, Emeryville, CA 94608
Devinder Singh Caltrans	Division of Traffic Operations 1120 N Street, MS36, Sacramento, CA 95814
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Daniel Anthony Gutierrez Caltrans, Non-motorized	1910 Vuelta Grande Ave. Long Beach, CA 90815
Rock Miller Caltrans, Non-motorized	Stantec Consulting Services Inc. 19 Technology Drive Suite 200, Irvine CA 92618-233

Executive Secretary

Devinder Singh	Senior Transportation Engineer, Caltrans - MS36 1120 N Street, Sacramento, CA 95814
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ACSC – Automobile Club of Southern California;	LOCC – League of California Cities
CSAC – California State Association of Counties;	CHP- California Highway Patrol
CSAA – California State Automobile Association	

2012 MEETINGS

Date	Location
February 16, 2012	San Diego, CA
May 24, 2012	Sacramento, CA
August 30, 2012	Santa Ana, CA
December 6, 2012	Santa Cruz, CA

**Workshops to Discuss comments on CA MUTCD 2010 and National MUTCD 2009
California**

May 23, 2012	Sacramento, CA
August 29, 2012	Santa Ana, CA
December 5, 2012	Santa Cruz, CA

2012 CTCDC AGENDA ITEMS**Public Hearings (Action Items):**

<u>Item No.</u>	<u>Title</u>
11-14	Proposal to amend CTCDC By-Laws to expand the membership of the CTCDC by including two additional voting members non-motorized highway users- Proposed by Caltrans
12-1	Proposal to amend Section 2D.45 of CA MUTCD 2010 (Section 2I.03 of CA MUTCD 2012) to clarify local responsibility to (establish STAA Route)
12-2	Policy updates throughout Part 6
12-2a	Proposal to amend Section 6F.60 in regards to Delineate Portable Changeable Message sign in Work Zones Areas
12-3	TTC policy change for Part6A, 6B, 6C, 6F, 6G, and 6H
12-4	Policy change for TMP Guidelines and defining “night” and “nighttime” in Part1
12-4a	Proposal to amend Section 6F.65 Tubular Markers of CA MUTCD 2012
12-5	Policy changes, updates, and addition of Typical Applications (TAs) to Chapter 6H of CA MUTCD 2012 and “UNEVEN PAVEMENT”
12-6	TTC policy change for Part6F and 6H
12-7	TTC policy change on use of audible warning devices for sidewalk closure
12-8	Adopt a new Section 2B.112 in to the CA MUTCD to add “MOVE OVER OR SLOW DOWN FOR STOPPED EMERGENCY & MAINTENANCE VEHICLES” sign
12-10	Proposal to amend CA MUTCD Section 2D.37 Destination Signs (D1 Series) to allow the use of Monument Supplemental Destination Sign
12-11	Adopt Interim Approval issued by the FHWA for Optional Use of Traffic Signal Photo Enforced Signs (IA-12)
12-12	Update flag transfer method of one-lane two-way traffic control policy in Section 6C.12 of CA MUTCD 2012
12-13	Proposal to amend Section 2C.29 SPEED HUMP Sign (W17-1) based on the Experiment conducted by the City of Stockton with SPEED HUMP (W17-1) Signs See Final Report on the following website: http://www.dot.ca.gov/hq/traffops/signtech/newtech/reports.htm
12-14	Table updates throughout Part 6 of the CA MUTCD 2012
12-15	High-visibility safety apparel policy updates throughout Part 6 of the CA MUTCD 2012

- 12-16 Proposal to Amend Section 3B.18 of the CA MUTCD 2012 to Enhance Uncontrolled Intersection or Mid-Block Crossings
- 12-17 Adopt an Interim Approval (1A-15) issued by the FHWA for the Optional Use of an Alternative Design for the U.S. Bicycle Route (M1-9) Sign
- 12-20 FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance dates
- 12-22 Amendment to Sections 2B.04 and 4D.34 to make both Sections consistent
- 12-23 Electric Vehicle Charging Station signs and Pavement Marking
- 12-24 Updates and corrections for Accessible Parking Space Markings (Section 3B.20 Pavement Word, Symbol, and Arrow Markings, Page 695 of CA MUTCD)

Request for Experimentations:

- 07-19 Wildlife Corridor Signage
- 08-21 Proposal to Experiment with Regulatory Sign “BIKES IN LANE” with Bicycle Symbol (Originally submitted as “Bike May Use Full Lane”)
- 10-10 Request to Experiment with modified SPEED HUMP (W17-1) Signs. See Final Report on the following website:
<http://www.dot.ca.gov/hq/traffops/signtech/newtech/reports.htm>
- 12-9 Request to Experiment with Yellow LED Border on Pedestrian Signal
- 12-18 Request to experiment with Red Colored Transit-only Lanes
- 12-19 Request to Experiment with Highlighted Shared Lane Markings
- 12-21 Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line
- 12-25 Request for permission to experiment with various Bicycle Treatments

Information Items:

- 07-19 Wildlife Corridor Signage
- 11-1 CA MUTCD 2012 (Letter to CTCDC and Compliance letter from FHWA)
- 12-26 Draft Intersection Control Evaluation Policy - Info by Caltrans

COMMITTEE ACCOMPLISHMENTS:

- 11-14 Proposal to amend CTCDC By-Laws to expand the membership of the CTCDC by including two additional voting members (representing non-motorized highway users)

The CTCDC amended By-Laws to include two additional voting members representing non-motorized highway users as were proposed by Caltrans. It was a unanimous decision.

- 12-1 Proposal to amend Section 2D.45 of CA MUTCD 2012 (Section 2I.03 of CA MUTCD 2012) to clarify local responsibility to establish STAA Route - Submitted by Caltrans

Action: The Committee recommended adoption of the revised Section 2I.03 in regards to the STAA Truck Service and Terminal Access Signs as was proposed by Caltrans with minor editorial changes. The word “if” was replaced with “where” and “s” was added to “ramp or intersection” as follows:

c) ~~if~~ where the proposed Terminal Access route passes through more than one local jurisdiction, the city or county where the terminal is located shall acquire concurrence from all each affected jurisdictions agency has informed the Department in writing that the local roads and intersections on the proposed local Terminal Access route meet all geometric criteria* for STAA trucks before requesting access from the STAA Network, and

~~bd)~~ the Department has verified that the State highway ramps or intersections meets all geometric criteria* for STAA trucks.

- 12-2 Policy updates throughout Part 6

Action: The Committee recommended adoption of the revised sections as were proposed with minor changes.

Changes recommended by the Committee are shown in italics and crossed out.

Section 6F101(CA)

Standard (page 13 of 62 of the agenda):

⁰⁶ On State highways *with speed limits of 40 mph or higher for chip seal coat* projects, the W13-1 (35 mph or lower) plaque shall be used to supplement the W8-7 sign during placing and/or brooming of screenings.

Section 6F.103(CA) (page 14 of 62 of the agenda):

Guidance:

⁰⁶ Channelizers or portable delineators should be placed 2 feet to 6 feet outside of the edge line at 100-foot feet intervals for above the conditions described above.

It was also suggested to add Table 6C-3(CA) and Table 6C-1 in reference to Taper length L and advance warning sign spacing to the typicals.

- 12-2a Proposal to amend Section 6F.60 in regards to Delineate Portable Changeable Message sign in Work Zones Areas

Action: The Committee recommended the adoption of Section 6F.60 by adding a note referencing to Table 6C-3(CA) for the 1/3 L.

- 12-3 TTC policy change for Part 6A, 6B, 6C, 6F, 6G, and 6H

Action: The Committee recommended moving the proposed new language from Section 6H.01 to Section 6F.61 and bringing it back for the Committee's review.

In the second part of this item, the Committee recommended changing the word "shall" to "may" under the option statement, and recommended the adoption by a vote of 9-1 (Don Fogle voted no).

- 12-4 Policy change for TMP Guidelines and defining "night" and "nighttime" in Part1 – Submitted by Caltrans

Action: The Committee recommended including the definition of "night" and "nighttime" as listed in the California Vehicle Code, Section 280, into the CA MUTCD.

- 12-4a Proposal to amend Section 6F.65 Tubular Markers of CA MUTCD 2012

Action: The Committee recommended the adoption of Section 6F.65 as was revised by Caltrans and John Fisher.

- 12-5 TTC regulatory and warning signs and new Typical Application for Part 6H
There were four signs proposed by Caltrans as follows:



Or





Three Items were recommended for adoption as follows:

- The Committee recommended the adoption of the PILOT CAR DO NOT PASS sign.
- The Committee recommended the adoption of the second option for the text “2 RIGHT LANE CLOSED AHEAD”, with CLOSED to be the same size as RIGHT in 8-inch letters.
The committee eliminated the sign shown on the left “2 RIGHT LANE CLOSED AHEAD”.
- The Committee recommended the adoption of the MOVE OVER OR SLOW DOWN sign WHEN AMBER LIGHT FLASHING. The Committee slightly amended the proposed text as follows:

02 On Freeways For lane and/or shoulder closures, incident management, and for short duration work, MOVE OVER OR SLOW WHEN AMBER LIGHT FLASHING (SC22(CA)) Sign may be mounted temporarily displayed on the back of a work vehicle to warn and regulate road users to move over and/or slow when passing work vehicles displaying a flashing amber warning light within or adjacent to the highway.

Two items recommended to be continued:

The Committee recommended the adoption of the typical applications as were proposed with the deletion of Note 3 from support statements on various typicals. Also, there was an editorial correction on page 48 of 62 in paragraph 02, the word “are” should be “is”.

Figure 6H-6A(CA) should indicate XX instead of numbers (30 MPH) for the speed limit and for signs it should to refer Section 6F.12.

12-6 TTC policy change for Part6F and 6H

The policy change was suggested by FHWA representative, Steve Pyburn. He was in the meeting earlier; however he was gone when the Committee heard this item. Since the proponent was not there, the Committee asked to continue this item for a future meeting.

- 12-7 TTC policy change on use of audible warning devices for sidewalk closure – Submitted by Caltrans

Item was withdrawn and it was suggested to wait for FHWA to come up with guidelines on this device and then take action.

- 12-8 Adopt a new Section 2B.112 in to the CA MUTCD to add “MOVE OVER OR SLOW DOWN FOR STOPPED EMERGENCY & MAINTENANCE VEHICLES” sign

Action: The Committee recommended the adoption of the proposed Section 2B.112(CA) to add “MOVE OVER OR SLOW FOR STOPPED EMERGENCY AND MAINTENANCE VEHICLES” sign.

- 12-10 Proposal to amend CA MUTCD Section 2D.37 Destination Signs (D1 Series) to allow the use of Monument Supplemental Destination Sign

Action – The Committee did not recommended the addition of Veterans Memorial Monument sign since the vote of 6-4 did not achieve the required 7 affirmative votes (members Richard Shrader and Robert Bronkall abstained; members Hamid Bahadori and Mike Robinson voted no). The main concern raised by the Committee members was to have some criteria such as a minimum size of the monument, minimum number of visitors, ownership of property (public vs. private), and any other criteria that can be used to evaluate requests for signs. There are many smaller memorial sites throughout California that may ask for freeway signage, but with only generic criteria of "miles from the highway", it would be difficult to evaluate these requests if no other criteria were listed on the chart.

- 12-11 Adopt Interim Approval issued by the FHWA for Optional Use of Traffic Signal Photo Enforced Signs (IA-12)

Action: The Committee recommended to keep using existing CA Sign specs and not to adopt the IA, and reevaluate when this sign is included in the National MUTCD.

- 12-12 Update flag transfer method of one-lane two-way traffic control policy in Section 6C.12 of CA MUTCD 2012

Action: The Committee recommended adopting Section 6C.12 of CA MUTCD 2012 as was proposed by Caltrans.

- 12-13 Proposal to amend Section 2C.29 SPEED HUMP Sign (W17-1) based on the Experiment conducted by the City of Stockton with SPEED HUMP (W17-1) Signs

See Final Report on the following website:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/reports.htm>

Action: The Committee recommended adoption of the revised sections as was proposed, see below;

Section 2C.29 SPEED HUMP Sign (W17-1)

Guidance:

01 The SPEED HUMP (W17-1) sign (see Figure 2C-6) should be used to give warning of a vertical deflection in the roadway that is designed to limit the speed of traffic.

02 *If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Section 2C.08).*

Option:

03 If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series.

04 The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1 sign.

04a If a series of speed humps exists in close proximity, an optional SPEED HUMPS AHEAD (WXX(CA)) sign may replace the first SPEED HUMP sign in the series, provided additional warning of speed humps are provided through signs or pavement markings at the speed humps.

04b If speed humps exist on a network of streets within an area accessible by a limited number of access points to the area, an optional SPEED HUMP AREA (WYY(CA)) sign may be placed at each access point to the area, provided additional warning of speed humps are provided through signs or markings at the speed humps.



Support:

05 Speed humps generally provide more gradual vertical deflection than speed bumps. Speed bumps limit the speed of traffic more severely than speed humps. Other forms of speed humps include speed tables and raised intersections. However, these differences in engineering terminology are not well known by the public, so for signing purposes these terms are interchangeable.

12-14 Table updates throughout Part 6 of the CA MUTCD 2012

Action: The Committee recommended the adoption of the updated tables as were included in the agenda packet and suggested adding appropriate speed limit notes under the updated tables to be consistent with other tables. There were other suggestions too. Actual comments will be retrieved from the verbatim minutes and incorporated to the final language.

12-15 High-visibility safety apparel policy updates throughout Part 6 of the CA MUTCD 2012 - Submitted by Caltrans

Action: The Committee recommended the adoption of Section 6D.03 Worker Safety Considerations and Section 6E.02 High-Visibility Safety Apparel as were amended to add , “American National Standard for High-Visibility Apparel and Headwear” (see Section 1A.11), *or equivalent revision*.

12-16 Proposal to amend Section 3B.18 of the CA MUTCD 2012 to enhance uncontrolled Intersection or mid-block crossings

Action: The Committee recommended adopting this item as was proposed in the agenda.

12-23 Electric Vehicle Charging Station signs and Pavement Marking

Action: The Committee recommended the adoption of the Electric Vehicle signs as were proposed in the agenda packet with minor suggestions. First, make the use of these signs as optional, which means it is up to local agencies whether they want to install signs or not. List the CVC or local ordinance on the sign and spell out EV “Electric Vehicle” so agencies have the option to use EV or Electric Vehicle both on the sign and pavement marking.

12-20 FHWA’s 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance dates

Action: This item was in two parts. One was Engineering Judgment and the second was Compliance Dates.

In the first part, some Committee members suggested adding California language which states "if an agency not using standards listed in the CA MUTCD, then the agency must document the reasons to deviate from standards and keep it on file".

Other Committee members were not supportive of this statement and stated that agencies are already documenting the reasons when they are deviating from standards. Finally, the committee asked to bring back the item with some legal clarifications.

In the second part of this item, the Committee recommended to adopt the compliance dates as were shown in the agenda item.

12-22 Amendment to Sections 2B.04 and 4D.34 to make both Sections consistent

Action: The Committee recommended adopting the proposed amendment to make both sections consistent with a minor suggestion by adding under the options as shown below in blue text:

Option: (proposed in the agenda)

^{10b} YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

Option (Suggested wording)

^{10b} YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.

12-24 Updates and corrections for Accessible Parking Space Markings (Section 3B.20 Pavement Word, Symbol, and Arrow Markings, of CA MUTCD)

Action: The committee recommended adopting the revised Section 3B.20 Pavement Word, Symbol, and Arrow Markings, of CA MUTCD as was proposed in the agenda.

6 Request for Experimentation

- 07-19 Wildlife Corridor Signage (Staff recommends to remove this item from the agenda, because the experiment devices have not been installed since 2007)

Action: The Committee recommended the removal of this item from the agenda, because no action has taken by the experimenting agency.

- 12-9 Request to Experiment with Yellow LED Border on Pedestrian Signal

The Committee asked the proponent whether he has considered other tools/devices available in the CA MUTCD to address the problem on this particular location. Since Caltrans D2 received approval from FHWA, the Committee authorized the experimentation. The Committee suggested comparing other tools available to see which one is more effective. However, the Committee did not include conditions when experimentation for D2 was authorized that they must compare with other devices.

- 12-18 Request to experiment with Red Colored Transit-only Lanes

Action: The Committee had a lengthy discussion on this experimental request and authorized experimentation with some modifications to the proposal. The City of San Francisco agreed to review the suggestions to move further and also seek FHWA approval before implementation.

The authorization to experiment with red colored Transit-Only Lanes was approved subject to the following comments:

- 1) That they (San Francisco) get approval to experiment from the FHWA;
- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances;
- 3) That they stripe an appropriate amount of "wide dotted white lane line" as shown in Figure 3B-11 in advance of any solid white lane line for an exclusive right turn only lane;
- 4) That they post advance street name signs at the beginning of the "wide dotted white lane line" depicted in Figure 3B-11; and
- 5) That they not use the red pavement application adjacent to the "wide dotted single white line" shown in these two figures and as described in #2 and #3 above.

- 12-19 Request to Experiment with Highlighted Shared Lane Markings -

Action: The Committee authorized experimentation as was proposed subject to FHWA approval.

- 12-21 Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line – Submitted by LA County Metro

Action: The Committee authorized experimentation as was proposed subject to FHWA approval.

- 12-25 Request for permission to experiment with various Bicycle Treatments
Action: The City of Santa Monica proposed experimenting with 5 different Bicycle Treatments as follows:

1. **Bike Boxes**
2. **Left- and Right-Turn Sharrow markings**
3. **Combined Bike Through/Vehicle Right-Turn Lane**
4. **Sharrows at Bus Stops**
5. **Buffered Bike Lanes**

The Committee authorized as follows:

1 Bike Boxes

- Approved subject to the FHWA approval (pending the City's revised request for experimentation submittal to FHWA).
- Test a phased implementation – green outline first, then solid green.

2 Left- and Right-Turn Sharrows Markings

- Approved subject to FHWA approval (pending the City's revised request for experimentation submittal to FHWA).

3 Combined Bike Through/Vehicle Right-Turn Lane

- Withdrawn by the City.
- Await FHWA response (pending the City's revised request for experimentation submittal to FHWA – may be not necessary).

4 Sharrows at Bus Stops

- Withdrawn by the City.

5 Buffered Bike Lanes

- Approved subject to FHWA approval (pending the City's revised request for experimentation submittal to FHWA).
- Suggested to look at San Francisco buffered lanes on Alemany (downhill/uphill) near the 280/101 interchange), on Laguna Honda, on 8th Street (Mission to Market Street), and Bayshore Street (Cortland to Cesaer Chavez).
- Suggested that the City of Santa Monica provide cost information for configuration.
- Compare LADOT configuration with transverse lines.
- Recommended to break second buffer line (moving vehicle buffer) to be compliant.

Note: If you interested to see detail discussion on any of the above items, please visit the following website and read the meeting minutes:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/minutes.htm>

Information Items

- 12-20 FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance Dates

Caltrans informed the Committee that the FHWA has issued two revisions to the 2009 National MUTCD, and California has two years to adopt it.

- 12-17 Interim Approval (1A-15) issued by the FHWA for the optional use of an alternative design for the U.S. Bicycle Route (M1-9) Sign

This item was placed on the agenda to inform public agencies that if they want to use the U.S. Bicycle Route (M1-9) sign, they do not need to apply for approval from FHWA, because Caltrans has received blanket approval statewide for the use of this sign. However, local agencies must inform the State (Caltrans) of the location where they installed this sign under the Interim Approval.

- 12-26 Draft Intersection Control Evaluation (ICE) Policy - Info by Caltrans

Caltrans provided an update on the ICE Policy development process and the implementation schedule.

SUMMARY OF ACCOMPLISHMENTS 2012:

4	items discussed from previous years (2007, 2008, 2010 and 2011)
31	items considered in 2012
27	items introduced in 2012
20	item completed in 2012
5	items approved for experimentation in 2012
3	items closed from pending experiments
1	item deferred into 2013
2	items denied in 2012

ITEMS CARRIED INTO FUTURE YEAR:

12-20	FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance dates
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ITEMS APPROVED FOR EXPERIMENTATION:

12-9	Request to Experiment with Yellow LED Border on Pedestrian Signal
12-18	Request to experiment with Red Colored Transit-only Lanes
12-19	Request to Experiment with Highlighted Shared Lane Markings
12-21	Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line – Submitted by LA County Metro
12-25	Request for permission to experiment with various Bicycle Treatments

STATUS OF CALTRANS ACTION ON PAST ITEMS:

12-1	<p>The Proposal to amend Section 2D.45 of CA MUTCD 2012 (Section 2I.03 of CA MUTCD 2012) to clarify local responsibility to establish STAA Route - Submitted by Caltrans</p> <p>Action: The policy was adopted and posted on the following website under 12-05 on December 21, 2012. http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm</p>
12-8	<p>Adopt a new Section 2B.112 in to the CA MUTCD to add “MOVE OVER OR SLOW DOWN FOR STOPPED EMERGENCY & MAINTENANCE VEHICLES” sign</p> <p>Action: The policy was adopted and posted on the following website under 12-04 on November 15, 2012. http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm</p>

All remaining items recommended by the CTCDC during the year of 2012 will be incorporated in to the CA MUTCD during the next update unless a policy is needed to implement right away.

MISCELLANEOUS

CTCDC Agenda, Meeting Minutes, Annual Reports, and other information are available on the Internet at "http://www.dot.ca.gov/hq/traffops/signtech/newtech/" under the Office of Signs and Delineation webpage.

Additional information regarding the minutes of the CTCDC meetings held during 2012 may be obtained upon request from the Secretary or any member of the California Traffic Control Devices Committee.

SIGN SPECIFICATIONS

As provided in California Vehicle Code Sections 21400 and 21401, a list of the current California coded sign specifications used on streets and highways in California is available on the following website:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

MUTCD coded sign specifications are located in the FHWA Standard Highway Signs Book, available on the following FHWA website:

http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm

Respectfully submitted by Devinder Singh, Secretary, CTCDC